A MODERN ELECTRIC PLANT

Complete Transformation of the U. S. Company's Light Station.

The Latest and Probably the Most Efficient and Economical Installation in the Country.

In November a year ago the stockholders of the United States Electric Lighting Company voted to erect an entirely new and thoroughly modern lighting station to supersede the one at present in use, which has grown from a small beginning by frequent additions as increasing business demanded to its present large proportions.

The location at Fourteenth and B streets northwest having proved in all respects most convenient and desirable, it was also resolved to retain the present site, and the necessary appropriations having been made, the board of directors secured the services of the eminent firm of Sargent & Lundy, of Chicago, as electrical and mechanical engineers, who immediately proceeded to make the plans and draw up the numerous contracts. In the early part of this year bids were opened and contracts awarded for engines, dynamos, switchboards and other electrical and mechanical apparatus, together with contracts for a substantial foundation and superstructure.

We quote from the New York Electrical Review of December 22 the following description of the enterprise:

"The first work begun was the laying of a solid cement foundation, which was made necessary owing to the very swampy condition of the ground in that portion of the city where the plant is located. To this end, and at an expenditure of $24,000, a pile and Portland cement foundation was laid. At a distance of about ten feet below the street surface, there were driven into the ground, at depths ranging from twenty to thirty feet, 1,600 spruce piles, each twelve inches in diameter, covering an area of 15,000 square feet, over which was placed, three and one-half feet deep, a Portland cement concrete, making a support for the entire superstructure, as well as a solid foundation for the engines and dynamos.

"The contract for the superstructure was awarded to Mr. Frank N. Carver, a local builder, whose bid amounted to about $75,000. The building, as designed by the architect, Mr. Erskine M. Sunderland, of Washington, D. C., calls for a handsome structure extending the whole length of the block on B street, between Thirteen-and-a-half and Fourteenth streets, a distance of about two hundred and fifty feet, with a depth of one hundred and thirty feet. Two pavilions, twenty-eight feet square and sixty-four feet high, occupy the corners, and connecting them is the front of the building, pierced by thirteen windows, nine and a half feet wide by twenty-five feet high, affording ample light and making bright and cheerful the large engine room, seventy-three feet wide and extending along the entire B street front.

"It has been the aim to have the building as fireproof as possible. The floors of the new structure will therefore all be of iron beams, arched with brick, and covered with a cement and stone floor of ornamental design. The roof will consist of iron rafters with cemented terra cotta book tiles, covered with either a gravel or slag coating. The only woodwork about the building will be the window sashes and outside doors.

"Only a little over one-half of the contemplated building will be erected at the present time, as the remainder of the site is now occupied by the station of the company. Upon completion of the new plant early in the coming year the entire service will be transferred to it, as the portion to be built will have a capacity 20 per cent greater than the old station. With the transfer the old station will be gradually dismantled and the new one extended so as to include the present site. The company, however, owns all the surrounding property, and can quadruple, when necessary, the present new plant, affording an output of 500,000 16-candle-power incandescent lamps, or its equivalent in other forms of electrical application.

"The boiler-room, which is located just north of the engine-room, and running the entire length of the building, is forty-six feet wide, and is at present equipped with three batteries of two each of 500 horse-power Babcock & Wilcox water-tube steel-front boilers, of the latest design, delivering steam at a pressure of 160 pounds, and fitted with the Babcock & Wilcox automatic chain grates. Natural draft is used, and before the waste gases of combustion are allowed to escape up the large steel smokestack they are obliged to traverse a fuel economizer containing the feed water and affording upward of 10,000 square feet of heating surface, thus heating the feed water from its ordinary temperature to the highest degree possible. This fuel economizer will be the first to be operated in this section, and is furnished by the Fuel Economizer Company, of Matteawan, New York.

"At the right of the boiler-room and resting on an extra-solid foundation of cement and iron beams is the large brick and steel stack, 200 feet high, with a 12-foot base diameter, and of sufficient capacity for additional boilers, for which foundations are already erected. The steel portion of the stack is furnished by the Variety Iron Works, of Cleveland, Ohio. The boilers will be connected by a ring system of mains, with suitable arrangement of valves, giving almost absolute safety against shut-downs, due to leaks or accidents.

"Soft bituminous coal is used, delivered by carts into a crusher, and thence conveyed to overhead bins, having a capacity of over 1,000 tons, by coal-handling machinery of a very late and improved design, furnished by the John A. Mead Company, of New York. The coal is fed and weighed automatically upon the receiving chain grates; the ashes below are conveyed by the coal-handling machinery to the ash bins, from which they drop by gravity into carts for hauling away, the coal not being touched by hand from the time of its arrival to the departure of its ashes.

"Separated from the boiler-room by a 24-inch brick wall, pierced only by the steam pipes and tightly-closing fire-proof doors, is the basement of the engine-room. In the basement are all the steam and other piping connections, pumps, etc., as well as a line of jack shafting running almost the entire length of the station, on which are belted the Brush arc machines, mention of which will be made later on.

"The engine-room equipment consists of four horizontal tandem compound condensing engines, two of 1,600 horse-power and two of 800 horse-power, fitted with condensers, each direct connected to two of the General Electric Company's generators. To each of the 800-horse-power engines are direct connected two 240-kilowatt, 160-volt six-pole General Electric generators; to one of the 1,600-horse-power engines are connected two 240-kilowatt, 160-volt six-pole General Electric generators, and to both of the large engines is belted the line shafting in the basement.

"As will be seen, belting is not altogether dispensed with, as there are eight 125 light multi-circuit Brush arc dynamos operated through runways in the floor from the line shafting located in the basement which, as before stated, is connected with the two large engines operating the direct-connected low-tension generators, either one of which being capable of carrying the entire load. The arc machines may be thrown in or out of service as required by means of the shafting by steel clutches five feet in diameter. This arrangement economically provides for the operating of both the three-wire low-tension and the arc lighting systems from one engine during the period of light load. The shafting was installed by the Hill Clutch Company, Cleveland, Ohio.

"Besides the Brush machines, there will be belted to the line shafting two General Electric Company's alternating dynamos, one A-70, 1,040-volt, 125-cycle, and one A-30, 1,040-volt, 125-cycle. Another alternating machine is to be run by motor.

"Spanning the engine-room is an electric crane of twenty-five tons lifting capacity, with a seventy-two-foot span, capable of lifting its load and depositing it in any portion of the room in a few moments.

"In order to cut off the high 'peak' and more nearly equalize the twenty-four-hours' load principally, and incidentally to help out the present plant during the remodeling, the company has purchased and installed a large storage battery from the Electric Storage Battery Company, of Philadelphia, Pa. This battery comprises 150 cells, and has a capacity of 2,000 amperes on a side for three hours, and is so arranged as to be connected with either or all feeders or the main bus, and thus can always be used to the best advantage. The battery is discharged at from 150 to 135 volts. It is charged at the period of the lightest load; that is, from 1 a. m. to 6 a. m., and from 9 a. m., to 3 p. m., and at very low pressure. At certain periods it will be able, if necessary, to run the entire plant, and will easily carry any unexpected demand, such as darkness, due to a sudden storm, or an accident to any portion of the machinery. The battery is located in a large building, immediately adjoining its present station.

"Installed at the Fourteenth street end, and extending the full width of the engine-room, will be the switchboards operating the entire service of the company, comprising the low-tension three-wire system, arc and alternating systems and the storage battery. The boards are made of blue Rutland (Vt.) marble, highly finished and containing the latest and finest instruments and appliances known to the electrical art.

"The low-tension board which is being made by the General Incandescent Arc Light Company, of New York, is composed of eighteen panels, five panels at the left end to form the generator board, eleven panels at the right end, the feeder board, and two panels between the generator and feeder panels, the pressure board. It is to be provided with two sets of bus-bars which can be run at different pressures. On each of the three generator panels controlling six 240-kilowatt, 160-volt generators, are to be mounted two 2,000-ampere ammeters, three 2,000-ampere switches, two balance indicators and two galvanometer switches. On the generator panel, to control two 480-kilowatt, 160-volt generators, are two 4,000-ampere ammeters, three 4,000-ampere switches, two balance indicators and two pilot lamps, and the last generator panel is to be left blank for additional 480-kilowatt generators to be installed in the future.

"Of the 11 feeder panels 8 are to control 16 500,000-circular-mil feeders, and on each are mounted four 500-ampere ammeters, four 500-ampere switches, and two 250-ampere switches on the neutrals. One feeder panel is to control two 1,000,000-circular-mil feeders, and on it are mounted four 1,000-ampere ammeters and two 1,000 ampere switches on neutrals. Two feeder panels are left blank for two additional 1,000,000-circular-mil feeders each.

"On the pressure panel next to the generator board, are two voltmeters for pressure regulation, four 24-point voltmeter switches, one 8,000-ampere Thomson recording wattmeter and one 5,500-ampere Thomson recording wattmeter. On the pressure panel next to the feeder board are two 24-point voltmeter switches, one 2,000-ampere neutral ammeter, one 8,000-ampere Thomson recording wattmeter, and one 5,500-ampere Thomson recording wattmeter. Switches for voltmeters are wired so that they can be connected with the pressure wires of any feeder or to either bus-bar. The instruments used are from the Weston Electrical Instrument Company, with the exception of the wattmeters.

"The alternating switchboards, constructed by the General Electric Company, consists of seven panels—three for the generator and four for the feeder board. Two panels control two 60-kilowatt, 1,040 volt, 125-cycle alternating-current generators and exciters, and on each are mounted two fuse-blocks one ammeter, one 150-volt voltmeter, one ground detector, one ground detector lamp, one ground detector switch, one double-throw, direct-potential generator switch, one double-pole switch for exciter and one Thomson recording wattmeter. Two feeder panels control four feeders, and on each are mounted four 50-ampere fuse-blocks, two 50-ampere, double-pole, direct-potential switches, and on the back of these panels are four 1,000 volt station lightning arresters. Two feeder panels are left blank. Carpenter rheostats are used on all of the boards excepting the arc, and are placed in the rear under the floor, being controlled by gearing with hand wheels on spindles.

"The arc switchboard is composed of eleven panels, and is divided into three sections, of three panels each, and between the sections are two smaller panels which are used in transferring the machines of one section to another. The board is made for sixteen Brush arc machines, but at present only thirty-two circuits will be used from eight arc machines, four circuits to each dynamo.

"In addition to the switchboards mentioned, there is to be placed alongside of them the storage battery switchboard. This is to be made of the same material as the others and is composed of practically

prohibit the repairing of existing conduits. The United States Electric Lighting Company was one of the original pioneer companies in this country to make use of an underground system, and, owing to lack of experience, some of their first-laid conduits are now in poor shape, and often it is found that the duct capacity is too small for the increased business. With these faults in view, the president, at the last annual meeting of the stockholders, held in the early part of November, 1897, secured the passage of a resolution authorizing the board of directors to reconstruct, rebuild and modernize the more than fifty miles of conduit and cable system owned by the company. This work has been begun, and conduit repairing and the hauling in of large quantities of well-insulated cable is going on daily.

"What is known as the Lynch-Lake four-way glazed terracotta pipe is used, and also the Camp glazed terracotta single duct, both with round holes three inches in diameter. This is laid at a depth of 30 inches from the top of the top duct to the surface of the street, on a base of four inches of Portland cement concrete, with one inch of the same material laid between each layer of conduit, and four inches of concrete is placed on both sides and on top of the last layer before the trench is filled. All conduit is laid with broken joints, and where each length of duct joins, a strip of cotton cloth is laid directly over the seam, and that is plastered over with Portland cement mortar before any concrete is put upon it. Before another length is laid, a mandrel is used to make perfectly clean the inside of the joints, thus insuring a clear and waterproof conduit.

"Manholes are usually built five feet by five feet square and six feet deep, with six inches of concrete on the bottom; nine-inch walls of good, hard brick laid in Portland cement mortar, and where the conduit pierces the manhole wall, round cornered brick is used. A three-inch iron pipe is built in the walls of the manhole about four inches from the bottom and at right angles to the conduit. This is used for bracing the winch when necessary to be used. Cast iron tops are used, made five feet square, with cast iron covers, two and one-half feet by two feet. All manholes are drained either to the nearest sewer or to the next manhole, and iron back-water valves are used.

"All cable used has an insulation of 5-32 of an inch thick of best rubber compound and 3-32 of an inch lead casing, the whole being covered with a cotton or jute braid saturated in some preserving compound and soapstoned, ends of cable sealed before shipment is made. All cable installed is handled in a most careful manner, with particular attention paid to the making of joints, usually made in manholes.

"With the completion of the new station and rebuilding and modernizing the cable system, the company will have a scientific and practical plant second to none in the country. Throughout the new plant the greatest simplicity and durability of design and arrangement has been striven for, combined with a desire to obtain, if possible, the highest and best types of the various mechanical and electrical service to be had, cost being considered secondary to efficiency. All wasteful steam auxiliaries have been discarded as far as possible, and all power which cannot be obtained direct from the economical and and efficient main units is furnished by electric motors.

"The station will be equipped throughout with automatic coal scales, hot and cold water meters, electrical recording apparatus, etc., in order to afford the most complete reports and systematic records from the operating force, thereby enabling the closest supervision to be exercised over the cost of production and distribution, and requiring the highest intelligence and efficiency from the employes.

"The building committee consists of the president, Mr. A. A. Thomas, and Messrs. Seymour, W. Tulloch, James L. Norris and John Cammack."

Negus Has a Stormy Voyage.

New Haven, Dec. 25.—A letter under date of November 26 was sent here from Cape Verde Islands from one of the prospectors on the schooner Negus, which left here a month or more ago for a trip around the Horn to the Klondike. According to this letter the two water tanks on the deck of the Negus sprung a leak after the vessel had been out three or four days, and all hands had to depend on the water tank below deck. The vessel was blown out of her course to the Cape Verde Islands. Rough weather was experienced the first week out. There was much sickness, and to add to the misfortunes, the cook did not understand his business. The monotony of the voyage was telling on the men, and there was much dissatisfaction among them.

DISTRICT COURT JURORS.

Summons Compels Them to Report on January 30.

The members of the grand jury and the jurors drawn to serve in the several local courts in the District, are:

Grand jury—R. Thomas Cissel, 1304 F street; Charles Wood, 525 Thirteenth street; John H. Lacy, Shepherd road; W. H. Rollins, 2604 Pennsylvania avenue; L. H. Limes, 480 F street southwest; George E. Hutchins, 1208 F street; Frank Reeside, 1008 Rhode Island avenue; John H. Newman, 1659 Thirty-second street; John Redmond, 203 K street northeast; James B. Wimer, 308 Thirteenth street; John A. Reynolds, 1111 Twenty-third street; John M. Canada, Woodley road; John C. Eckloff, 429 I street; G. H. Schulze, 1751 L street; D. Darley Thompson, 1335 F street; John C. Weeden, 302 East Capitol street, Jesse A. Ketchen, 1016 Thirty-first street; William B. Gurley, 1315 F street; George W. Acorn, 923 Twelfth street; Virginius T. Elliott, 1116 Eighth street; John C. Widmayer, Lamond, Blair road; Warren Tolson, Lincoln street, Anacostia, and E. J. Burt, 313 Seventh street southwest.

Criminal Court No. 1—John Pleasant, Monroe street, Anacostia; Hugh D. Digney, 613 Myrtle street northeast; A. J. Niff, 912 East Capitol street; Clement Brooks, Loughborough road; Charles Hunt, 202 Fourth street southeast; Cornelius S. Cissel, 1422 New York avenue; J. B. Dant, 317 Seventh street southeast; James W. Poe, 9 Birn's court southeast; John I. Thomas, 103 Olivet road northeast; Charles W. Simpson, 1410 F street; Nicholas H. Shea, 632 Pennsylvania avenue; John R. Keach, 202 Fourth street southeast; Richard B. Travers, 2022 Cambridge street; W. N. Hehl, 606 Four-and-a-half street southwest; William A. Miller, 490 M street southwest; Flavius J. Fisher, Brown street, Mount Pleasant; George Y. Hansell, 601 H street northeast; Henry Story, corner South Capitol street and Georgia avenue; George E. Orand, 213 Half street southeast; George J. May, 609 M street; William A. Clark, 1520 Thirty-fourth street; Cornelius Hallinan, 1420 Seventh street; W. F. Scott, Murdock Mill road; Edward Gant, 3203 P street; J. W. Hooper, 1013 New Jersey avenue southeast, and R. C. Shafer, 306 Pennsylvania avenue southeast.

Criminal Court No. 2—Samuel Howison, 1701 Half street southwest; James Bennett, 1517 Seventeenth street; Perry W. Pulley, 905 V street; John C. Parker, 619 Seventh street; Edward Winslow, 309 Wilson street, L. A. Hornish, jr., 312 B street southeast; Charles Heitmuller, Sargent road, D. C.; Richard J. Saffell, 108 Keating avenue northeast; Robert F. Freeman, 915 Eighth street northwest; John W. Ray, Shepherd road, D. C.; Gen. Bury, Monroe and Jefferson streets, Anacostia; W. H. Reeves, 1118 G street southeast; William K. Brown, 1112 New Jersey avenue; Allen J. Houghton, 1416 New York avenue, William B. Brooks, 1900 L street; Bedford Walker, Park and School streets, Mount Pleasant; Randolph Walton, 210 North Capitol street; Robert A. Hunter, 225 East Capitol street; H. E. Burgess Brookland; George H. Demorest, 1847 Fourteenth street; George W. Smith, 1640 Tenth street; William C. McEuen, 416 Twelfth street; Edward Forrest, Good Hope; Charles M. Smoot, 236 E street northeast; Isaac Burch, 3128 Dumbarton avenue, and J. E. Gardner, 409 Eighth street northeast.

Circuit Court, No. 1—Edgar L. Everett, 1225 F street; Morris L. Ackerman, 607 H street; John C. Cook, 1908 Fourteenth street; William C. Clements, 743 Fifth street southeast; Robert Beall, 903 East Capitol street; J. A. Garden, Minnesota avenue, Anacostia; Joseph B. Birch, Eleventh street wharf; Herbert Adams, 413 Ridge street; Jay B. Smith, 619 Twelfth street northeast; Charles W. Handy, 619 Thirteenth street; W. G. Duckett, corner Pennsylvania avenue and Twenty-second street; Homer S. Mohler, 2908 Brightwood avenue; Charles C. Walter, 319 Fourteenth street; Michael Robeson, sr., 320 Pennsylvania avenue southeast; R. T. Ragan, 610 Ninth street southwest; Joseph R. Gow, 1638 Fourteenth street; William F. Booger, 1337 F street; James F. Tiderline, Tunlaw road; William H. Cooper, 1430 New York avenue; Albert M. Keen, 1310 F street; J. R. Barlee, 918 Eighth street; J. H. Saunders, 1214 Thirty-second street; Charles H. Strothers, 236 New Jersey avenue southeast; Jesse V. N. Huyck, 1505 Pennsylvania avenue; Charles W. Barker, 1210 F street, and John M. Brawner, 3206 Q street.

Circuit Court No. 2—Edgar A. Hulse, 213 Twelfth street; Amos Yost, 1004 Pennsylvania avenue southeast; Morrell Marean, southeast corner Thirteenth and F streets; F. B. Robertson, 709 Eighth street; John L. Shedd, 439 Ninth street; John W. Bean, 722 Tenth street southeast; William W. Lewis, 1421 New York avenue; Whitfield McKinley, 936 F street; William R. Campbell, Bridge street, Anacostia; Lewis S. Hayden, 1212 F street; George Burroughs, Grant road; John C. Gutridge, 405 Second street southwest; Henry C. Irving, 410 D street southeast; John F. Prosperi, 403 Tenth street southeast; H. L. Pierce, 318 D street southwest; E. J. Adams, 913 B street; Charles R. Edmonston, 1205 Pennsylvania avenue, Edward Stevens, Tenleytown, D. C.; George R. Watkins, 1839 K street; H. Banks, 640 B street southeast; John F. Matthews, 2317 H street; John C. Davidson, 1138 F street; E. S. Blackwood, 615 Fourteenth street; John Just, 1105 Fifth street; J. G. Livingston, 928 D street southwest, and John F. Brown, 482 Louisiana avenue.

Police Court—Ralph W. Lee, 606 Fourteenth street; Lemuel Galladay, Brookland, D. C.; Russell Underwood, 507 Twelfth street; Teffey Rich, 301 N street, F. L. Marsden, 507 Seventh street southwest; William Ayre, 416 Tenth street southeast; Charles H. Bushall, 829 Sixth street northeast; Rodney S. Dimmick, 718 Rhode Island avenue; Bernard O'Donnell, Brookland, D. C.; H. C. Burch, 2214 I street; Ira H. Johanner, 600 B street northeast; William J. Gaffney, 1214 Thirty-second street; Wilson E. Brown, Milwaukee street; Mount Pleasant; William G. Pond, 1316 F street; A. H. Burdine, 308 Seventh street southwest; Harry Sands, 505 Ninth street southeast; George W. White, Brightwood; Charles L. Gurley, 1335 F street; S. J. Lydanne, 1408 Thirty-second street; J. V. Conway, Jefferson and Fillmore streets, Anacostia; Hollie L. Herrell, 918 Pennsylvania avenue southeast; Henry S. Darby, 523 Eleventh street; Hing Hays, Deanwood, D. C.; Alexander Garden, Minnesota avenue, Anacostia; Sylvester Thomas, 920 G street southeast, and James H. Scott, 815 G street.

The police court jurors are summoned to report on January 3, and those to serve in the other courts a day later.

CHINESE EMPIRE OF TODAY.

One of the most intelligent and perhaps the most accurate exposition, in brief, that has been contributed to any newspaper follows. It is especially interesting now in view of the fact that the eyes of the political as well as the commercial world are on the massive, though helpless, Eastern empire.

Written to a resident of New York city it was not intended especially for publication, but the Evening Post secured a copy of it, which The Times reproduces:

"Pekin, Oct. 22.—I had not come across any book that reflected my views on the Chinese and on China, until I found here a little book called 'The Far-Eastern Question,' written by Valentine Chirol, published by Macmillan & Co., London and New York, 1896. Chirol was here after the war as the London Times correspondent, and he takes the view that I do—that China has learned nothing from the late war. All this talk about the awakening of China is nonsense. She has not awakened yet; only war can do it; only war can make her see the necessity of railroads, etc.; but the late war has not done it, and, in my opinion, it will take another war to do it—but that may mean dismemberment. Chirol quotes a witty Frenchman as saying, 'Avant la guerre la Chine dormait sur une oreille, aujourd'hui elle ronfle sur les deux oreilles.' And yet men who have been in China a long time and ought to know, think that China is in earnest, and that railways will be built all over the country. Thus the American minister, Col. Denby, believes that all opposition has now been overcome (he has been minister for nearly twelve years), and that these great railroads from Peking to Hong Kow (Belgium syndicate), and from Shanghai to Hong Kow, Hong Kow-Canton (English syndicate—Hooley-Jameson) will now be built, as proposed. The Americans were here last December and looked on the situation, but the security was not such as they would accept.

"Then again Pere Javier, the head of the French Lazarists, who has been here thirty-six years, and is one of the most interesting figures I have met here, thinks the same, and bases his opinion on the fact that with the Chinese, precedent is everything, and now that the Tien-tsin-Peking Railroad, built by the Chinese government, with foreign engineers, is completed, and an assured success, all opposition will disappear, and the Chinese will plunge at once into railroad building all over the country, until there will be more railroads in China than anywhere else in the world, and to fortify his argument he cites the telegraph and the former opposition to it, and claims that just as the Franco-Chinese war on the Tong-King border demonstrated the necessity of telegraphs, and enlisted the authority of the government on the side of building and maintaining them, until now the country is covered with a network of wires, so the present war has taught them the necessity of railroads, and the precedent being established, building will go on apace.

"This all sounds reasonable enough, and seems really what should logically be the consequence of the war, but from the things I hear and see, I still do not believe it. It is not a railroad-building scheme, but a banking scheme. The syndicate is to lend the Chinese government £2,000,000, which, with 15,000,000 taels (a tael is worth about 66 cents just now), that the Chinese government 'says' it will put into the same enterprise, is to be used to build the Peking-Hong-Kow Railroad. There are provisions as to the payment, the price of the bonds, and manner of repayment—and the only security offered is the road when built—if it ever is built—and for the non-payment of the interest (5 per cent) on principal, the taking of the road, but absolutely no particulars as to the manner or time of foreclosure are given—and it seems incredible that anyone should lend money on such terms. As a matter of fact, it is common talk that the Belgian syndicate find they cannot raise the money.

"The representatives of the Hooley-Jameson syndicate, four in number, are stopping at this hotel. Before they arrived a cablegram from London in the papers stated that the contract had been signed. Nothing of the kind was true—the gentlemen have now come here to sign it. The talk is of a loan aggregating £16,000,000, of which nine millions are said to be ready in London, and £100,000 was to be deposited by the syndicate as a sign of good faith on signing of the contract. It is also said that besides the security of the road (when built), this syndicate is to have what would amount to a second mortgage on the 'customs' fund of China, upon which the Russo-French syndicate, when it forced its loan on the Chinese government, took the first mortgage, and this fund in a department managed for the last quarter of a century by a distinguished Englishman, Sir Robert Hart, is the only ready asset that China has to dispose of, for her great mineral wealth she has as yet refused to use as a basis for a loan. The remarkable part of the affair is that a large part of the money lent is to be used to pay off the remaining indemnity due Japan, in order that China may save interest and rid her soil of the last Japanese soldiers, and that the various nations should fall on each other to lend China money at a little over 5 per cent (the bonds are to be charged at 94 or 95), on such security.

"You can imagine how proud it makes the Chinese to have all the foreign ministers begging the Tsungli-Yamen to permit their countrymen to lend China money. This hotel is a veritable hot-bed of intrigue, in which all the nations are included, to get concessions of mines or railroads, or to get the government to accept a loan. The hitch in the Hooley-Jameson negotiations at present seems to be that the certificates of deposit for the £100,000 in London banks to be handed on to the government do not specify that they were there deposited for the purpose of consummating this loan, and whether the Hong Kong and Shanghai Bank, now the Russo-China Bank, will accept them on that account. The men do not appear to me to be the kind of men that would be sent if the syndicate meant business, and from what I have heard they do not expect to effect anything—I think the whole thing is a sort of advising scheme of Hooley's, for which he was willing to pay. Of course, tomorrow may prove me wrong, but even if the contract is signed it will be worth nothing if the Chinese want to go back on it, and, of course, the Chinese are wild to get hold of the money—get rid of the Japanese, and line their own pockets in the transaction—but the building of railroads will be a matter of indifference to them, and in answer to Pere Javier's argument about precedent, I might point to the Tientsin-Shan-hai-wan railroad, which has been built and operated by Li Hung Chang for the last thirteen years, and yet has not sufficed to induce the rest of China to build.

"Also, there is the 'imperial customs department,' which I alluded to before, which has so long been administed by Sir Robert Hart, a model of how government departments should be conducted. It has an enormous staff of Europeans of all nations, and Chinese, its warves and godowns, its ships, lighters, and even cruisers; it has built all the lighthouses and set all the buoys on the Chinese coast; it is the best-paid department, with an excellent pension system, so that to be in the 'customs' is a distinction and a soft thing; and, lastly, it furnishes an ever-increasing revenue to the government, and the only one that can be absolutely depended upon. Yet, with this excellent example before them, it has never occurred to them to extend the system to other departments, and reform them with the same excellent results. The basis of the system as demanded by Sir Robert Hart, is absolute and unquestioned control of the whole department without any governmental interference. Yet they have not benefited by the 'precedent,' and outside of this one department things are just as they always were.

"The truth is that the whole system of Chinese government is rotten from top to bottom—as actually carried on—and Pekin officials are even more interested in preserving it in its present state than the provincial ones; for they have no one to feed upon but the provincials, who in turn prey on the people. An official who only extorts 20 per cent is considered moderate and just; anything above that is considered oppressive and unfair. You must remember that the government is Manchu and not Chinese, that the mass of people hate their rulers and would like to see them driven out, and justly lay the blame for the disastrous result of the late war on them; but they are a people who will never revolt—there can be no real awakening of China until the whole system of government is changed, and that is not possible under the Manchus. The government is well aware of the feelings of the people, and has lately, in giving concessions, etc., made it its business to impress upon those receiving these concessions the fact that they are only good during the continuance of the present dynasty, becoming valueless with a change of dynasty, thus, as it were, attempting to prop the reigning house on foreign bayonets. No other reason can be adduced for the forbearance of the Japanese in not forcing their way to and into Pekin, which lay completely at their mercy, than their fear that the Manchu dynasty will be driven out, and of the introduction of European supremacy, which would threaten them more than their Asiatic neighbor.

"The Chinese soldiers that are being drilled at Shanghai or Tientsin are purely provincial, not imperial—one body is being drilled by German soldiers, another by Russian, and so on, and if in case of war they were wanted at Pekin, the local Loatai who had raised them would not think of letting them go. The same things true of the navy. There is no imperial army or navy and China is an empire only in name. The perfection of the methods of government and the introduction of methods into all its departments similar to those pursued in the treaty ports, is its only means of salvation as a nation. Japan has done this, and it has saved Japan. The only other alternative is, I believe, partition, following upon war, or perhaps without it.

"It is most amusing and interesting to listen to English and French and Russians, and hear how they have all parcelled out for themselves certain parts of China. Between the Russians and French there is a distinct understanding that each nation shall confine its activity even now north and south of the Yangtse Kiang, and, of course, all nations combined are against England. That country seems to have been most inefficiently represented during and after the war by O'Connor. But the present minister, Sir Claude Macdonald, seems to be very active and energetic, and more experienced in Eastern politics. In consequence, England is regaining some of her lost prestige. Russia, France, Belgium and Spain are acting together here through other ministers; so are Germany, Italy and Sweden. England and the United States each acts independently.

"W. S. K."

DID PRAYER SAVE THEM?

Children Come Out of a Runaway Unscathed.

Derby, Conn., Dec. 25.—As the body of Michael Coleman was being lowered into a grave at St. Mary's Cemetery this morning, and as the relatives and friends of the deceased were on bended knees repeating a prayer for the repose of the soul, a team of spirited horses hitched to a carriage suddenly dashed past the Grove street entrance in plain view of those at the grave. The horses had no driver and had run away.

"My three children are in that hack!" cried a woman, arising from her knees among the mourners, and pointing her finger toward the rapidly disappearing vehicle. The woman was Mrs. William Smith, of Bridge street. Beside her was her husband.

On the Grove street side of St. Mary's Cemetery is a steep hill an eighth of a mile long, and it was in the direction of this hill that the runaway horses had gone. Every one knew the hill was covered with ice.

The mother of the children burst into tears, while the father followed the runaways.

"Let us pray for the welfare of the children," said a woman, and instantly every knee was bent and every head bowed.

The horses ran to the bottom of the hill, the fact that they were newly shod accounting for their escape from falling. They tried to turn into Lester street, at the foot of the hill, and the carriage was overturned and wrecked. The pole crashed against a tree, at either side of which the horses fell.

The children escaped without a scratch. Their parents believe the prayers said in the cemetery saved them.